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NEWSLINE

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Montana's Official State Highway Map: A New Look for a New Millennium

With nearly a million copies printed annually, Montana's most visible publication, the Official State Highway Map, is scheduled for an update. For the first time ever, the highway map will be produced using digital technology. The public will have plenty of opportunity to provide comments during an extensive public involvement process planned for later this spring.

Montana's earliest highway maps, dating back to the late 1800's, were simple black and white map sheets showing the state's roadway network. The first official Montana State Highway Commission road map was printed in 1914 (15,000 copies of it were printed and distributed). It wasn't until 1932 the state developed its first official color highway map which, except for a few years during WWII, has been printed annually and distributed free of charge to the traveling public. Montana's own Irvin "Shorty" Shope illustrated the map covers during this

initial period. Over the past 68 years, the map has seen numerous changes to its layout and color schemes including additions and deletions of roads, points of interest, cities and towns, campsites, scenic outdoor attractions, specialized insets, and safety and traffic regulations. During the 50's alone, the map changed color seven times.

Past practices in updating the map have involved a complicated and expensive process. The State hired contractors and furnished them with base map scribe sheets and working elements consisting of 14 negatives, 11 masks, 6 positives, 6 scribes, and 2 screens. This process took over two months to complete. In addition, the map was merely an artist's rendition of where and how all topographical features, roadways, and towns were located and placed. With the new Geographic Information System (GIS) process, what you see is where it is—mountain ranges, lakes, cities, roads, or boundary lines are all located exactly where they should be.

The new map has been developed in cooperation with the Natural Resources Information System (NRIS), Montana State Library. Data layers were compiled from existing sources including MDT and NRIS library clearinghouse data sets. A shaded relief map was generated using digital elevation model (DEM) data to truly represent peaks and valleys within Montana. All of this was then translated to Adobe Illustrator format where color and typography were added.

Map users will notice that the new digitization process has not only improved the accuracy of the map, but has

Fast Facts

Located on the new digitized highway map are:

- 485 Cities and Towns
- 22,400 Miles of Roadway
- 211 Public Campsite Locations
- 74 Rest Area Symbols
- 160 National Forest Labels
- 94 Mountain Passes & Mountain Range Labels
- 53 Lewis & Clark & Chief Joseph Symbols
- 102 Mountain Peak Elevation Markers
- 45 Points of Interest Symbols
- 23 Ghost Town Locations
- 15 Urban Area Inset Maps
- 20 Visitor Information Symbols

also allowed an additional 2,600 miles of roadway and other physical and topographical features to be placed on the draft map without excessive cluttering. In addition, a total of 16 city insets will be featured on the new map. These insets will be enlarged 6-8 times their current size and placed on the back of the state map.

The preliminary map continues to feature special write-ups on Lewis and Clark and the Nez Perce Indians. As before, points of interest, cultural and historical attractions, and outdoor recreational activities are listed by regions. The back cover of the map will display a picture and feature a welcoming statement from the Governor. The new map will be ready for distribution following the November election.

For more information, call our toll-free number at (800) 714-7296 or Zia Kazimi at (406) 444-6111.

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Commission Approves Additional Urban Street Funds

The Montana Transportation Commission recently approved a one-time program that will provide an additional \$8.2 million in state and federal highway funding for new construction projects on major streets in and around Montana's 14 largest cities. The funding will be *in addition* to the \$8.2 million the cities receive each year for projects on the 362-mile Urban Highway System.

Funding for the *Urban Highway Pilot Improvement Program* will be distributed based on a population formula that will provide from \$1.9 million for projects in Billings to \$128,000 for projects in Sidney.

Local governments in the 14 urban areas have until April 7 to submit project proposals to MDT. Projects will be developed by local governments to State and Federal specifications. MDT will fund 87% of the project development costs and 100% of the construction costs.

The Urban Highway System is a state-designated system of primarily city and county-maintained streets such as King Avenue in Billings, Babcock Street in Bozeman, Main Street in Helena, South 3rd Street in Missoula, Strevell Avenue in Miles City, and 5th Street in Great Falls.

For more information, contact Lynn Zanto, Urban Planning, (406) 444-3445 or lyzanto@state.mt.us.



Babcock Street in Bozeman is one of Montana's Urban Highways that could benefit from MDT's new Urban Highway Pilot Improvement Program.



On the Move!

The Planning Division will be relocating to the MDT Annex (the building across the street from headquarters, on the north side of Prospect, in front of the Highway Patrol Offices). Part of the division has already moved (CTEP, Transit, Planning Systems) and the rest of the division will move later this Spring. We will keep you informed! Phone numbers, mailing address and e-mail addresses remain the same.

REST AREA PLAN AVAILABLE



190 Quartz Flats

We've heard loud and clear that Montana Department of Transportation (MDT) needs to do a better job with its rest areas and *changes are on the way!*

The Montana Transportation Commission recently adopted the 1999 Montana Rest Area Plan which was developed for the department by Western Transportation Institute at MSU - Bozeman.

The plan is the first comprehensive document to establish policy recommendations, to help MDT develop future rest area priorities and set goals for improving Montana's rest areas over the next twenty years. Some of these improvements are scheduled for completion in 2000.

The plan commits the department to do a better job of cleaning and maintaining its rest areas, spacing them closer together, keeping more of them open year-round, and designing new easier to maintain facilities with better lighting and security features. For example, users

will have hot water, soap, mirrors and porcelain toilets and sinks instead of stainless steel prison-like fixtures in the new rest areas.

The document reflects input received through a public involvement process that included a survey of over 1000 users at 16 representative rest areas, press releases, newsletter articles and an advisory committee of highway users, tourism and business interests.

Travelers will begin to see the results of the new policies with the completion of the Bozeman Rest Area and start of construction on the Lolo Pass Rest Area.

For more information, or to request a copy of the Rest Area Plan, call (800) 714-7296 or Jan Vogel at (406) 444-4262 or jvogel@state.mt.us. Copies are also available for viewing at local libraries and on MDT's website at

www.mdt.state.mt.us



Troy



Flagger Training and Certification

In an effort to provide uniformly trained flaggers at work sites throughout the state of Montana, the Work Zone Safety Committee has developed a flagger training and certification program. The program's goals are to increase the safety of workers exposed to vehicular traffic passing through work zones and ensure the safety of the traveling public.

Steve Jenkins, director of the Montana Local Technical Assistance Program (MLTAP), developed a training curriculum consisting of slides, a video tape and tests, with input and review from the Work Zone Safety Committee. The Flagger Manual has been updated to reflect the latest revision of the Manual on Uniform Traffic Control Devices.

Through a Memorandum of Understanding with the Montana Department of Transportation (MDT), MLTAP is responsible for teaching flagger training and instructor certification classes, registering instructors and maintaining a list of certified flaggers. In Montana, flagger classes are offered through MLTAP, community colleges, private companies, individuals and other agencies. Thus far several flagger training classes have been held and one "Train the Trainer" class resulted in a pool of flaggers and instructors.

MDT will require certified flaggers on construction projects starting with the 2000 construction season. Through the efforts of Steve Saxton of the Federal Highway Administration, the Departments of Transportation in Idaho, Oregon, Washington and Montana have signed a flagger reciprocity agreement. Each of these departments will honor flagger certifications from the other states. MDT will also recognize flagger certification from the American Traffic Safety Services Association.

Our thanks to the members of the Work Zone Safety Committee, which represents various agencies such as the Montana Association of Counties, Montana League of Cities and Towns, Laborers AGC, the Montana Highway Patrol and the private sector, for their efforts in implementing this Flagger Training and Certification Program.

National Work Zone Safety Awareness Week April 3-7, 2000

The National Work Zone Safety Awareness Week will be sponsored by the American Association of State Highway and Transportation Officials, the America Traffic Safety Services Association (ATSSA) and the Federal Highway Administration (FHWA). These groups are working together to spread the safety in work zone message to a variety of groups including; construction workers, motorists, young drivers, schools and employee fleet programs. Promotional materials are being developed to be aired nationally encouraging citizens in Montana to raise awareness about work zone safety.

The basic purpose of the event is to increase public awareness of work zone safety, share a common set of safety tips, set a standard of shared practices across the industry and increase the knowledge about the effects delays have on motorist behaviors and attitudes.

Quote from the "ATSSA Flash" of November 12, 1999

"A nationwide search by the American Public Works Association's 'Construction Practices Subcommittee of the Utility and Public Right-of-Way Committee' found the *Wisconsin Work Zone Safety Guidelines for Construction Maintenance and Utility Operations*, as well as manuals produced by ATSSA and the **Montana Department of Transportation** 'head and shoulders' above all others analyzed."

Funds Bridge the Gap



*Country Club Bridge project
Lewis & Clark County*

Does your county have multiple bridges in need of replacement or rehabilitation now, but only one is scheduled for MDT funding in the next few years? The Montana Department of Commerce's (MDOC) Treasure State Endowment Program (TSEP) may be the answer to your problem. TSEP is a state-funded program that provides grants to help finance bridge projects.

While most of the projects funded by the program since it started in 1993 have been water and sewer projects, an increasing number of counties are learning that TSEP is a good alternative source of funding for bridge projects. Cities, towns, and counties, as well as, county or multi-county water, sewer, or solid waste districts can apply for TSEP funds. There is a dollar for dollar matching funds requirement with applicants able to request up to \$500,000. Matching funds can be either local funds or grants provided by other funding sources including funds from MDT.

MDOC encourages local officials, staff and engineers to consider whether TSEP funds could help finance one or more of their bridge projects. Approximately \$12 million will be available for TSEP grant awards through the 2001 Legislature. Based on previous funding competitions, MDOC should fund approximately 30 projects. However, the **deadline for applying for TSEP funding is May 5, 2000**, so you need to act now. Prospective applicants should contact the TSEP staff as soon as possible to discuss their project and the application requirements.

Since TSEP projects must be approved by the Legislature, MDOC only accepts applications for TSEP funding every two years. TSEP applications are evaluated and ranked by MDOC staff based on seven statutory priorities. In order for projects to rank higher and be more competitive issues, such as health and safety, need to be addressed with applicants showing serious financial need.

In order to prove they have a financial need and should be recommended for a grant, applicants should be currently levying for bridges, and/or have committed to levying for bridges in the next budget year. However, in the financial analysis the MDOC staff will take into account any changes in the county's ability to levy taxes and the county's use of non-property tax revenues to fund bridge projects.

A workshop will be conducted February 29 in Kalispell, March 2 in Helena, March 7 in Glasgow, and March 9 in Billings, to provide information about the requirements of the TSEP program and the preliminary engineering report, and how to complete the application.

The information on completing the application will be presented from 8:30 a.m. to 10:00 a.m., with the information about TSEP being presented at approximately 2:00 p.m. to

3:30 p.m. The remainder of the day consists of presentations by other funding agencies that primarily fund water and sewer projects.

MDOC staff can provide prospective applicants with a copy of the *TSEP Application Guidelines*, which provides information about applying to the program and the requirements for completing a preliminary engineering report. The application form is in a separate publication titled the *Uniform Application Supplement for Montana Public Facility Projects*. Both of these publications can be obtained from MDOC.

For more information about the Treasure State Endowment Program or the workshops call the TSEP staff at (406) 444-2400.



*Baily St Bridge - Lima
Beaverhead County*

Work Zone Safety Program

(taken from the Federal Highway Administration (FHWA) website)

The safe and efficient flow of traffic through work zones is a major concern to transportation officials, industry, the public, businesses, and commercial motor carriers. The Federal Highway Administration (FHWA) has developed the National Highway Work Zone Safety Program (NHWZSP) to reduce the fatalities and injurious crashes in work zones, and to enhance traffic operation and safety within work zones.

The four elements of the NHWZSP are standardization, compliance, evaluation, and implementation. In addition, the FHWA conducted a study entitled "Meeting the Customer's Needs for Mobility and Safety During Construction and Maintenance Operations," which involved interviews with FHWA and State personnel in 26 states.

You can read about the best practices/policies for minimizing delay and enhancing safety during construction and maintenance operations at the FHWA's *Work Zone Safety Best Practices site* (safety.fhwa.dot.gov/quality/bestprac2htm). The study's recommendations will be the foundation for future FHWA actions and programs with its partners to improve the safety and efficiency of work zones.

The *Work Zone Safety Clearinghouse* (safety.fhwa.dot.gov/safetyprogs/hiway/wkzone.tamu.edu.htm) is an easy-to-use information resource available to anyone who is interested in enhancing safety in work zones. The FHWA, along with the Texas Transportation Institute and the American Road and Transportation Builders Association, are expanding the Clearinghouse by September 2000.

Are you a pedestrian? Everyone is! But do you walk through work zones? Then check out "*Everyone is a Pedestrian - For a Safe Path Through Work Zones - Don't Miss Your Cues*" (safety.fhwa.dot.gov/safetyprogs/hiway/every1.htm)

No Final STIP for 2000

This year the Montana Department of Transportation will not produce a final version of the 2000 Statewide Transportation Improvement Program (STIP). The reason is due to the dramatic increase in annual federal funding allocation under the TEA-21 legislation. MDT has added additional projects to the tentative construction program which had to be field reviewed and preliminary engineering cost estimates determined by an already overburdened staff. This review process has taken longer than originally estimated, and as a result, the final long-range construction program, which is the basis for developing the STIP, has been greatly delayed. Since we have almost reached the halfway point of the Federal Fiscal Year, the Department has decided against developing a final version of the 2000 STIP document.

Under federal law, states are allowed to operate under a STIP for up to two federal fiscal years. Therefore, MDT will continue to operate under the 1999 STIP through the end of Federal Fiscal Year 2000 (September 30, 2000). We will, however, be releasing a draft version of the 2001 STIP this spring and, as always, encourage your input on Montana's proposed transportation program.

We apologize for any inconvenience this may cause and will provide any specific information regarding Montana's Transportation Program or specific projects in the program. If you have any questions or comments, please feel free to contact Jeff Ebert at (406) 444-7639 or 1-800-714-7296 or jebert@state.mt.us.



Transit Website

If you are looking for information regarding general public bus schedules, grant application forms or general transit information - *look no further!* The MDT Transit website is up and running!

A summary of each transit program with the appropriate forms that can be printed for submittal are available on the new website. In the near future, we hope to have the forms in template format to fill out and submit using the computer.



There is also a staff page available on the web site to call or e-mail comments or concerns to staff members in the Transit Section. So, check us out at the following address:

**[www.mdt.state.mt.us/departments/
transportation_planning/transit_programs](http://www.mdt.state.mt.us/departments/transportation_planning/transit_programs)**

Bicycling Bits

Be Smart, Be Seen, Be Safe!!

What does it really mean?

For starters, wear retro-reflective or bright colored clothing and use the proper lights at night so drivers can see you. It's real tough avoiding something or someone that can't be seen. This applies to walking as well as bicycling. If you are on the road and want to improve your chances of survival, "Be Smart" and make yourself "Be Seen" to "Be Safe!!"

Did you know cyclists use studded tires in the winter, just as motor vehicle drivers? Be aware that cyclists are on the roads in the winter, even on snowy days.

Did you know that bicyclists and pedestrians are allowed on the Interstates in Montana? Please "Share the Road." Be cautious and extend courtesy toward all users of our roadways.

If we **all** try to be **SMART, SEEN & SAFE** everyone's travel can be more enjoyable and accident free!

MTA Spring Conference and PASS Training Coming to Helena

The Montana Transit Association (MTA) will hold its Spring Conference at the Park Plaza Hotel in Helena April 4-5, and this year there's a new twist. Montana Department of Transportation (MDT) is offering Passenger Safety and Service (PASS) training in conjunction with the conference. The conference is open to all MTA members, as well as transit providers from throughout the state, elected officials and anyone interested in community and rural transit in Montana.

Keynote speaker Tom Klevan, Director of Business Development at Altoona Metro Transit (AMTRAN) in Altoona, Pennsylvania, will open the conference Tuesday afternoon, April 4. AMTRAN serves as the pilot site for a national "Model for Transit Change" and last year enjoyed a 20 percent overall ridership increase. Tuesday afternoon sessions will focus on the conference theme, "The Route to Excellence."

A full day of speakers and hands-on breakout sessions is on the MTA agenda for Wednesday, April 5. PASS training will take place concurrently on Wednesday. The banquet Wednesday evening will feature awards given for Outstanding Safety Record, Friend of Transit and the newly created Orval Meyer Award for Transit Excellence.

Sessions on Thursday morning will focus on legislative issues and an opportunity to share success stories. Both PASS training and the MTA conference will conclude by noon Thursday.

For more information on this conference, please call the MTA Coordinator at (406) 523-4944.

Safety is an Attitude!

CTEP Report for June 1st - November 30, 1999

Updates

All Local and Tribal Governments eligible to participate in the Community Transportation Enhancements program have identified a Local Program Administrator and have clearly stated their desire to participate in this Federal Fiscal Year 2000 program (October 1, 1999 to September 30, 2000).

CTEP Workshop Schedule

The CTEP office will be providing training in April of 2000 to the District CTEP Liaisons, and local and Tribal government personnel that are working on enhancement projects.

Proposed workshop locations are as follows:

Billings – Billings District.....April 4
Bozeman – Butte District.....April 6
Wolf Point – Glendive District.....April 11
Miles City – Glendive District.....April 13
Kalispell – Missoula District.....April 18
Great Falls - Great Falls District.....April 20

FHWA Final Guidance

The FHWA recently released final guidance on Transportation Enhancements. A copy of the report can be found on the Internet at www.fhwa.dot.gov.

Project Proposals Approved

Pedestrian and bicycle facilities

Nature Park Trail – Helena
1999 Sidewalks – Helena
Milwaukee RR Trail West – Missoula
1999 Sidewalks – Harlem
4th Avenue W/6th St Paths-Columbia Falls
Red Bridge – Columbia Falls
Shady Grove Tr Landscaping – Missoula
Timberlane Road Path – Ronan
1999 Sidewalks – Twin Bridges
Meridian Trail Connection –Kalispell
Pedestrian Path – Conrad
Continental Drive Path – Butte
Silver Bow Cr Greenway – Butte
Sidewalks - Park County
Main Street Sidewalks – Ekalaka
West Bank Trail Connection – Great Falls
Lion's Park Sidewalk – Great Falls
CBD Bike Rack/ Signing – Great Falls

Landscaping and other scenic beautification

Park Landscaping - Bozeman
Main St Enhancement – Bozeman
Landscaping - Livingston
1999 – Park Landscaping – White Sulphur Springs
Euclid Ave Medians – Helena
1999 – River Drive Landscape – Great Falls
10th St Bridge Beautification – Great Falls
Broadwater Park Landscaping –Great Falls

Historic preservation

Heritage Building Rehab – Great Falls
County Jail Rehab – Great Falls
1999 – Historic Light – Anaconda
Children's Museum Rehab – Great Falls

Rehabilitation and operation of historic transportation

1999 – Trolley Car Rehab – Missoula

Project Letting Authorized

Pedestrian and bicycle facilities

Eastside Pedestrian Path – Dillon
Kennedy Park Trail – East Helena
Langohr Park Sidewalks – Bozeman
Sidewalks – Hot Springs
Sidewalks – Sheridan
Sidewalks/ Landscaping – Belt
W Broadway Sidewalks – Missoula
Walkway/ Bikepath – Libby

Landscaping and other scenic beautification

Landscaping – Forsyth

Historic preservation

Forestvale Cemetery – Helena
Heritage Center Pres – Havre
Townhall – Ekalaka

Projects to Construction Agreement

Sidewalks – Little Big Horn College
Edgerton Bike – Kalispell
Meridian Road Walkway – Kalispell
1997 Woodland Park Path – Kalispell
LE Grande Cannon Path – Helena
Seventh St Walkway – Missoula
Sidewalks – Malta
Target Range Walkway – Missoula
Jim Darcy Path – Helena
Kennedy Park Trail – East Helena
Seventh Ave Sidewalk – Polson
11th Street W Sidewalk – Havre

Landscaping and other scenic beautification

Missouri River Trail – Great Falls
Park Landscaping – Gardiner
Firemans Park – Libby
Highway Landscaping – Drummond
Landscaping Entryways - Bozeman

Historic preservation

4-H Building Rehab – Great Falls
Townhall Preservation – Boulder
Firehall – Fort Benton
Schoolhouse – Deborgia
Courthouse – Lewistown

Preservation of abandoned railway corridors

Milwaukee RR Trail – Missoula

Projects Closed

Pedestrian and bicycle facilities

River's Edge Trail – Great Falls
17th Ave Path – Polson
Sidewalk Replacement – Stanford

Landscaping and other scenic beautification

Archway, Trees & Shrubs – Lewistown
Fireman's Park - Libby

Rehabilitation and operation of historic transportation

Bike/ Pedestrian Trail – St Ignatius

Projects Dropped

Pedestrian and bicycle facilities

Sidewalks – Fort Smith
1999 Sidewalks – Harlem

Safety Training for Child Passenger to Include Booster Seats and Bike Safety

Traffic crashes are the leading cause of death of children from 6 to 14 years old. Most children riding in safety seats are improperly restrained and parents often don't realize the need to alter the type of child safety seats as children grow. In response to this problem, the MDT Traffic Safety Bureau and the Montana Department of Public Health and Human Services (MDPHHS) are offering training in the proper selection, installation and use of child passenger safety seats. Also, an hour segment on bike safety is included with the child safety seat training and will be conducted in thirteen **two-day workshops** in several communities beginning February 10 through June 6. The child safety seat and bike safety training is designed for fire fighters, emergency medical service providers, Registered Nurses (RN's), hospital staff and injury prevention coordinators, tribal health and transit providers, and law enforcement personnel.

Booster seat usage will also be featured in the training. Only 6.1% of booster size children are estimated to be using a booster seat. Children from 40 lbs to 80 lbs and less than 4'9" tall should be properly restrained in a booster seat.



The two -day training sessions cover the following topics:

- ♦ proper use of occupant protection restraints to prevent or minimize injuries;
- ♦ types of restraints suitable for children based upon weight, height and age
- ♦ how to install a child safety seat correctly
- ♦ consequences of child safety seat misuses
- ♦ ways to restrain a child in an emergency
- ♦ air bags and child safety issues
- ♦ tethers and child safety seats
- ♦ bike safety techniques and proper bike helmet use

The two-day training is scheduled for the following communities:

Great Falls - March 2 & 3
Missoula - March 9 & 10
Miles City - March 9 & 10
Butte - March 10 & 11
Billings - March 23 & 24
Bozeman - March 23 & 24
Polson - March 24 & 25
Superior - April 7 & 8
Hamilton - April 14 & 15
Wolf Point - June 5 & 6
Glasgow - June 5 & 6



For those attending one of the **free** two day training sessions, a stipend of \$100 is available to defray travel costs for anyone who must travel at least 50 miles or more to attend the nearest training site. Those who receive this stipend must pledge to help or individually organize and hold a child safety clinic this year within their own community.

The two day training provides significant background for those who want to eventually become certified technicians or technician instructors. To achieve certification, individuals are required to attend a four day National Highway Traffic Safety Administration

(NHTSA) Standardized Child Passenger Safety Technical Training course sponsored by the MDT Traffic Safety Bureau. The four day training covers more technical aspects of child safety seat usage and installation than the two day training and provides an individual the expertise to inspect a child safety seat for proper use and installation. An individual interested in becoming a certified technician and technician instructor can attend any one of the following four day training locations:

Helena - April 4 - 7

Billings - May 2 - 5

Missoula - May 16 - 19

For more information concerning the two and four day child safety seat training, please contact Priscilla Sinclair at the MDT Traffic Safety Bureau at (406)444-7417 or Thom Danenhowe at the MDPHHS at (406)444-4126.

Booster Seat Tips



Read the booster seat instructions and your vehicle owner's manual carefully before installing a booster seat.

Children from about 40 lbs. to 80 lbs. and less than 4'9" tall should be properly restrained in a booster seat. Children these sizes are often age four to eight.

A child who cannot sit with their back straight against the vehicle seat back cushion, with knees bent over a vehicle's seat edge without slouching must use a booster seat.

Children age 12 and under should sit properly restrained in the back seat.

Never use **just** a lap belt across a child sitting in a booster seat.

Never put the shoulder belt behind a child's arm or back because it eliminates the protection for the upper part of the body and increases the risk of severe injury in a crash.

Never use pillows, books or towels to boost a child. They can slide around.

Never place a child in a child safety seat in the front seat of a vehicle equipped with a passenger air bag.



Four flush trucks await delivery to communities participating in MDT's Air Quality Equipment Project. The project provided 36 street sweepers, 19 flush trucks and 87 pieces of liquid deicer equipment to address air quality problems in 16 Montana communities.

**Transportation Commission Meeting
in
Helena
March 16th
For more information call
406-444-7200**

Transportation Planning Division Telephone Numbers

Only the most frequently requested numbers are listed here. For an area or person not listed, call **1-800-714-7296** (in Montana only), or **(406) 444-3423**. TTY (406) 444-7696 or 1-800-335-7592

| | |
|--|----------|
| Administrator (Patricia Saindon)..... | 444-3143 |
| Bike/Pedestrian (Jennifer Dalrymple)..... | 444-9273 |
| CTEP (Mike Davis)..... | 444-4383 |
| Mapping (Jim Erickson)..... | 444-6119 |
| Multimodal Planning (Dick Turner)..... | 444-7289 |
| Projects (Jeff Ebert)..... | 444-7639 |
| Public Involvement (Dave Dreher)..... | 444-6245 |
| Safety Programs-Drug/Alcohol, Occupant Protection (Priscilla Sinclair)..... | 444-7417 |
| Secondary Roads (Gary Larson)..... | 444-6110 |
| Road Inventory & Mapping (Zia Kazimi)..... | 444-6111 |
| Traffic Safety(Albert Goke)..... | 444-7301 |
| Traffic Data (Dan Bisom)..... | 444-6122 |
| Transit (Janis Winston)..... | 444-4210 |
| Urban Planning (Lynn Zanto)..... | 444-3445 |
| ITS Planning (Ross Tervo)..... | 444-9248 |
| Newsline Editor (Joan Scott) | 444-7307 |

MDT's Mission

To serve the public by establishing a transportation system that emphasizes safety, environmental preservation, cost-effectiveness and quality.

5000 copies of this public document were published at an estimated cost of 40¢ per copy for a total of \$1766.35 which includes \$716.00 for printing and \$1050.35 for distribution. Alternative accessible formats of this document will be provided upon request.

Montana Minute

There are more public road miles in Montana than Interstate miles in the entire 50 US States.

There are 314 Metropolitan Areas in the US and only 14 of them are in Idaho, Montana, North Dakota, South Dakota and Wyoming.

Over 82% of all manufactured goods are moved in and out of Montana by truck.

92% of Montana's agricultural products are shipped out of state by rail.

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